

3553 Iron.

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Filled in solid

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. Mersey Dock & Harbour Board Testing Department

She has SALES. CABLES, &c. ANCHORS, and their weights.

N ^o .		Tested to	Fathoms.	Inches.		N ^o .	Weight.
1	Fore Sails,	Chain <u>18</u>	90	1	Porter Patent Proved to <u>14</u>	1	10.2
2	Fore Top Sails,	Manila <u>18</u>	90	1	Bower, <u>11</u>	1	11.2.7
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	6	Stream,	1	2.3.2
2	Main Sails,	Hawser	90	4			
	Main Top Sails,	Towlines			Kedge,	1	1.1.0
		Warp					
		All of <u>Good</u> quality.					

Her Standing and Running Rigging Sound to be sufficient in size and Good in quality.

She has 16 1/2 Feet Long Boat and 14 feet Jolly Boat

The present state of the Windlass is Good Capstan Much good and Rudder Good Pumps Iron cast metal good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>January 4th 1864</u>
	2nd.	On the plating during the progress of rivetting	<u>" 29th "</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>" 4th "</u>
	4th.	When the ship was complete, and before the plating was finally coated	<u>March 21st "</u>
	5th.	After the ship was launched	<u>April 19th "</u>

In addition to the requirements of the Rules, she has double bars of $3 \times 3 \times \frac{1}{8}$ in angle iron rivetted on Ridge keelson for 33 feet amidships, also reverse bars on every alternate frame up to deck beam knees for 32 feet midships. Diagonal Lee plates crossing to each mast $4 \frac{1}{2} \times 5 \frac{1}{8}$ in. Beams $5 \times 3 \frac{1}{2} \times \frac{1}{8}$ in. throughout. Chains and Anchors one the 15 ton scale,

Flat of floor inside to turn of Ridge, was Portland Cemented, and the rest of shell inside & out

In what manner are the surfaces preserved from oxidation? Coated three with Lead paint, and after being launched she was put on Patent Slip, and again coated with two of Preparation and one of McQuinn's Patent green paint

I am of opinion this Vessel should be classed A1

The amount of the Fee£ 2 : - : is received by me, Rev Linton

AMMS Special£ 8 : 13 : 6

Certificate (X required)£ 10 : 15 : 6

Committee's Minute 26th April 1864

Character assigned B

The hull of this Sailing Brig of Iron appears eligible for the grade recommended by the Committee except the omission to state the marks and condition of her masts Yards &c.

April 25/64

Lloyd's Register Foundation